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Amtrak: At 13, a going concern

April 1984

RAILWAY AGE

...for the new age of railways

Change in the '80s:
Riding the fast track with UP

New breakthroughs in vehicle identification

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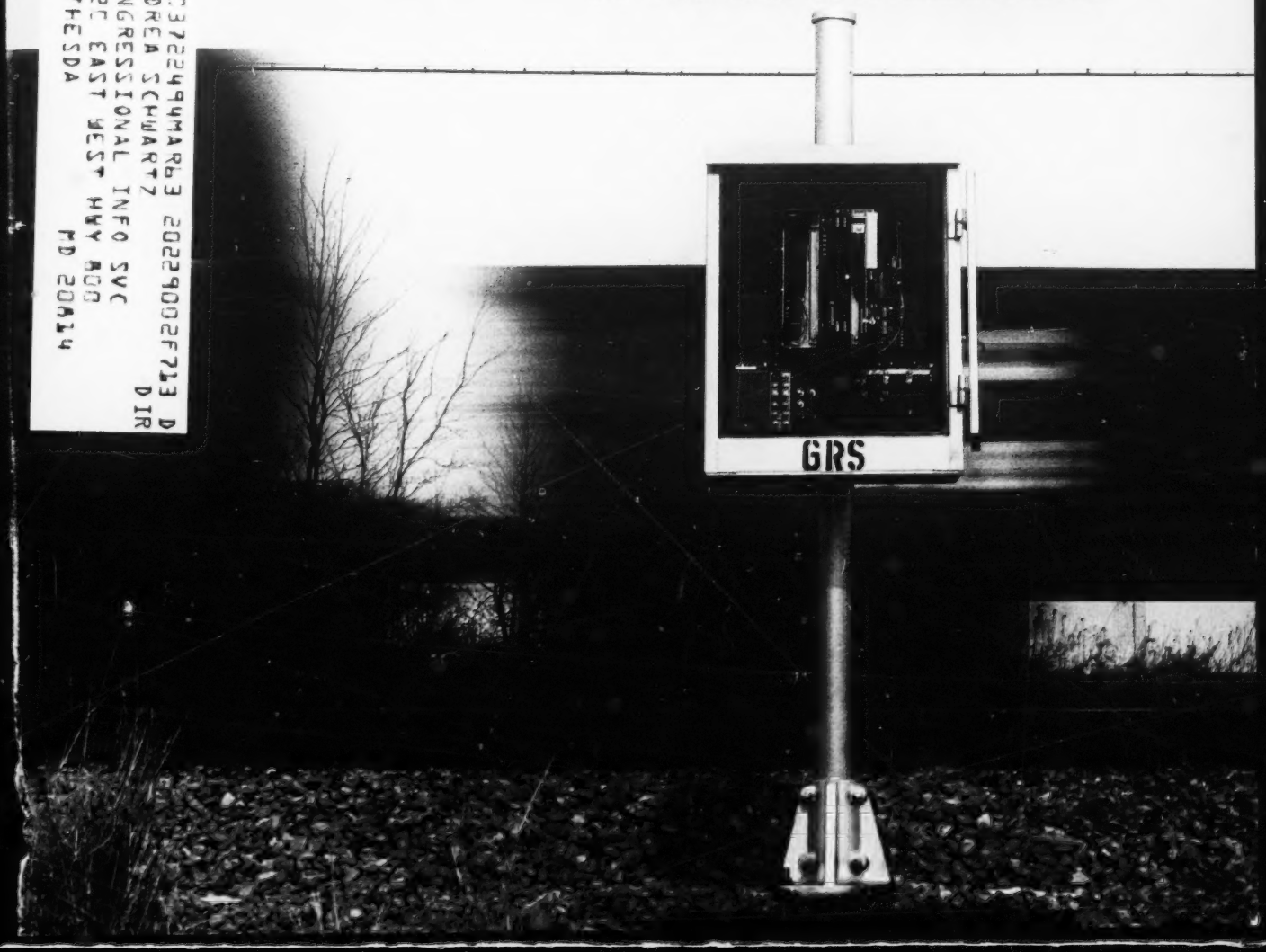

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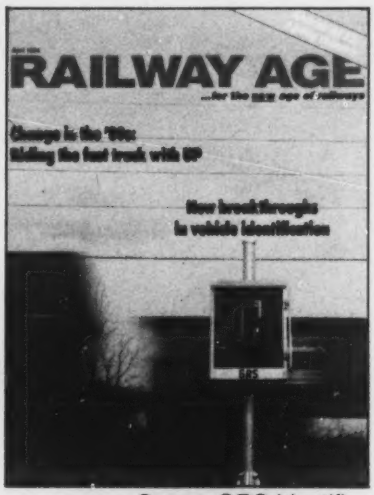

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As it seeks to maximize the benefits of deregulation and merger, UP takes a hard look at the "total economics" of any given situation.

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50 **Racking up the loaded miles**

Autorack pools are saving empty miles and lots of money; a distribution program launched in 1979 and refined during the recession is being expanded.

54 **In search of a new coal-burner**

Three specific design proposals have been made for new, energy-efficient coal-powered locomotives. But before they can be built, funding must be found.

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62 **C&NW rebuilds a piece of the "Rock"**

North Western is investing $57 million to increase the capacity of its new north-south main line—the former Rock Island "spine."

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Inside

Upbeat days at the UP

LUTHER S. MILLER

The winds of change that are sweeping the railroad industry were not stirred up entirely by deregulation and merger, although those have certainly been two of the principal elements at work. The deep recession of the early '80s taught the railroads to do more with less, and that lesson has not been forgotten: This year the railroads are handling 10% more traffic than a year ago, with 3.3% fewer employees. Another lesson the railroads learned, the hard way, is that a neglected roadway can be the road to reorganization. Jolted by the wave of bankruptcies that spread from East to Midwest in the '70s, the surviving roads scraped the bottom of the till to put their fixed plant back into shape, even before there was any guarantee that they would be able to use that plant to maximum competitive advantage. Meantime, there has been a revision in track-accounting methods that permits railroads to capitalize maintenance outlays that used to be charged to operating expense; the result will be a greater stability in m/w programs that were once subject to the caprices of cash flow.

Altogether, it has been a time of pervasive change that has created an extraordinary opportunity for railroads to provide competitive service at competitive cost. And few railroads have put it all together with more sophistication—and dedication to the "total economics" of the enterprise—than has the Union Pacific System. Senior Editor Gus Welty's report on Change at the UP starts on p. 35.

Coal power: Concepts in search of cash

At least three railroads—Chessie, Norfolk Southern, and Burlington Northern, big coal-haulers all—are trying to promote the comeback of coal as a locomotive fuel.

Current interest in coal-fired power was sparked by American Coal Enterprises' unveiling, nearly four years ago, of specs for the ACE 3000 reciprocating steam locomotive (*RA*, Oct. 13, 1980, p. 36). Last year, after many months of negotiation, the ACE promoters seemed ready to proceed with the building of a prototype, helped along by partners Babcock & Wilcox, Burlington Northern, and Chessie. But Babcock & Wilcox withdrew from the group late in the year, and subsequently BN pulled out.

Does all of this mean that the ACE 3000 is dead? No. Recent developments have put new life into the proposal—and meanwhile, other concepts are being actively pursued (though most of them suffer from a lack of ready cash). Associate Editor John Armstrong's summary of the situation begins on p. 54.

Market Outlook

Equipment

CN Rail: Placed orders for 48 locomotives valued at $80 million (Canadian)—29 3,500-hp SD-50s from General Motors of Canada, and 19 3,000-hp units from Bombardier.

General Electric: A contract was awarded to G & O Manufacturing Co. to supply engine cooling radiator cores for 220 diesel locomotives GE is to supply to the Peoples Republic of China.

Transamerica Transportation Services: Ordered 1,800 45-foot-long, 102-inch-wide piggyback trailers from Budd's Trailer Division at a cost of more than $18 million—one of the largest orders ever received by the division.

Union Pacific System: Ordered 350 100-ton covered hopper cars for cement service from Greenville Steel Car at a cost of $11.2 million; 325 enclosed bi-level autoracks from Thrall Car and Portec's Railcar Division at a cost of $7.6 million; and 150 refrigerated trailers from Fruehauf, with reefer units from Carrier Transicold, at a cost of $5.4 million.

Freight cars and locomotives

DELIVERED

	February		January	Two Months	
	1984	1983	1984	1984	1983
Built new by carbuilders	528	411	415	943	851
Built new in RR shops	0	36	0	0	90
Built new—total	528	447	415	943	941
Rebuilt	0	0	0	0	0
TOTAL DELIVERED	**528**	**447**	**415**	**943**	**941**
Locomotives (new and rebuilt)	33	26	15	48	36

ORDERED

To be built new by carbuilders	1,523	297	2,736	4,259	798
To be built new in RR shops	0	2	0	0	2
To be built new—total	1,523	299	2,736	4,259	800
To be rebuilt	0	0	0	0	0
TOTAL ORDERED	**1,523**	**299**	**2,736**	**4,259**	**800**

ON ORDER AND UNDELIVERED

	March 1		February 1	Average Backlog	
	1984	1983	1984	1984	1983
To be built new by carbuilders	6,548	4,041	5,553	6,099	4,098
To be built new in RR shops	0	12	0	0	129
To be built new—total	6,548	4,153	5,553	6,099	4,227
To be rebuilt	0	0	0	0	0
TOTAL ON ORDER	**6,548**	**4,153**	**5,553**	**6,099**	**4,227**
Locomotives (new and rebuilt)	81	17	85	83	24

Source: Transportation Division, AAR

Facilities

Conrail: Is spending $9.9 million for track improvements on its Delmarva Peninsula lines. Included are installation of more than 59 miles of cwr and 13,300 crossties, surfacing of 90 miles, and repaving of 79 crossings.

CP Rail: Will install 23 "talking" hotbox detectors this year, mainly in western Canada. The railroad already has installed 232 visual-display or printout hotbox detectors on lines near population centers at a cost of $25 million. The units to be installed this year will transmit voice messages to the locomotive cab giving the all clear to the crew, or informing them of the number, type and location of defects spotted.

Metro-North Commuter Railroad: Awarded a $4.9-million contract to Railway Systems Designs, Inc. (RSD) of Wilmington, Del., for design of a new signal system for the Harlem and Hudson lines. RSD is a subsidiary of the minority-owned firm, SAB Engineering and Construction, Inc., of Media, Pa. Under an earlier contract, RSD designed a compatible signal system for Metro-North's New Haven line.

Metropolitan Atlanta Rapid Transit Authority: Awarded a $14.8-million contract to Moseman Construction Co. for work on a segment of the South Line between Lakewood/Fort McPherson and East Point stations.

New York DOT: A consortium headed by Schiavone Construction Co. and including Raymond International Builders Inc. and Kiewit Eastern Co. has submitted the apparent low bid, $54 million, for the Oak Point Rail Link, which is designed to ease the movement of freight trains into and out of New York City.

Sacramento Transit Development Agency: Awarded a $3.473 million contract to Controlled Power Corp. of Massillon, Ohio, for the supply of 14 one-megawatt electrical substations to convert high-voltage ac from the Sacramento Municipal Utility District to 750 volts dc to propel light rail vehicles.

Santa Fe: Will acquire a SPERRY 1100/92 processor, from Sperry Corp., valued at $9.2 million, for installation at its computer center in Topeka, Kan., in April 1985.

Market Indicators

DRI Railroad Industry Monitor

The contrast between high levels of current activity and weaker signals from indicators of future performance continues to dominate economic news. On the positive side, the 3.3% rise in January retail sales followed by only a small February dip plus the sustained demand for new cars reflect the continued strength in consumer confidence and purchasing power. On the negative side, the decline in stock prices and mixed performance of the dollar against other major currencies reflect the financial community's concern over government failure to reduce the budget deficit.

The DRI Steel Service projects a sharp increase in steel production during the first half of 1984, which will boost rail traffic in iron ore, metallurgical coal, scrap, and primary metals, but weakness in grain traffic is likely to offset these gains. Coal traffic is projected to grow steadily during 1984 under the assumption that new contracts will be signed with a minimum of strike-related production losses, but a lengthy and widespread UMW strike remains a possibility which could dramatically lower coal tonnage.

	1983:4	1984:1	1984:2	1984:3	1984:4	1985:1
Ecomonic Indicators (annualized rates)						
Real GNP (% change)	4.8	6.6	3.4	4.4	4.0	2.6
Industrial production (1967 = 1.0)	1.56	1.59	1.61	1.63	1.65	1.67
Housing starts (mil. units)	1.69	1.88	1.89	1.84	1.75	1.68
Retail car sales (mil. units)	9.9	10.2	10.3	10.5	10.5	10.6
Raw steel production (mil. tons)	22.2	26.1	27.7	24.5	25.7	28.5
Total Class I Rail Traffic						
(millions of tons)	326.4	319.6	342.1	340.3	341.3	319.7
(billions of ton-miles)	216.6	220.3	220.6	215.4	220.2	221.0
Key Commodities						
Grain	36.2	34.8	30.8	28.0	30.2	30.8
Coal	124.1	118.8	128.9	129.7	136.3	122.1
Pulp & paper	9.2	9.5	9.5	9.3	9.2	9.4
Chemicals	25.5	27.5	26.7	25.9	26.1	27.9
Motor vehicles	5.6	5.6	6.4	4.7	5.7	5.4

Source: Data Resources, Inc., March 15, 1984

Revenue freight carloadings

Commodity	Mar. 10 week	% change from 1983	Mar. 3 week	% change from 1983	Feb. 25 week	% change from 1983	Feb. 18 week	% change from 1983
Grain	26,994	(0.9)	26,059	(12.9)	25,036	3.2	29,874	5.3
Other farm products	3,399	12.6	4,031	30.4	4,636	44.7	4,620	52.3
Metallic ores	15,899	43.2	14,394	28.2	15,198	36.0	15,000	39.8
Coal	117,489	18.0	110,312	8.3	117,494	15.4	116,544	16.5
Crushed stone, gravel and sand	9,707	19.3	9,072	16.8	9,379	27.2	8,883	25.7
Nonmetallic minerals	12,291	13.6	10,918	7.0	10,740	25.5	10,921	(0.2)
Grain mill products	11,266	(5.1)	11,429	(3.0)	10,837	(5.8)	11,864	(3.4)
Food and kindred products	10,973	(10.1)	11,264	(10.8)	10,344	(16.7)	11,144	(17.3)
Primary forest products	13,884	(6.1)	13,636	(8.9)	14,616	(2.0)	14,165	(3.6)
Lumber and wood products (except furniture)	7,773	10.0	8,123	18.5	8,024	8.6	7,642	6.5
Pulp, paper and allied products	14,546	(3.7)	15,753	0.1	15,198	(1.2)	14,778	(3.2)
Chemicals and allied products	25,415	1.7	26,869	7.1	25,032	8.5	26,390	13.0
Petroleum products	5,121	10.2	5,050	9.1	4,315	1.6	4,838	12.3
Stone, clay and glass products	10,919	15.6	10,467	15.1	10,844	24.1	10,639	23.8
Coke	5,365	8.4	4,869	5.0	4,833	(2.4)	4,750	2.5
Metals and products	10,459	17.4	11,589	32.4	10,305	26.1	10,437	27.2
Motor vehicles and equipment	22,041	34.2	19,763	22.2	20,810	27.1	20,891	28.5
Waste and scrap materials	10,604	25.3	10,216	26.2	10,837	40.5	11,211	46.7
Forwarder and shipper assn. traffic	7,435	(17.8)	9,258	2.7	10,071	18.3	10,112	7.3
All other carloads	59,876	28.3	57,849	17.4	53,322	15.0	54,248	15.8
LCL traffic	295	13.0	354	60.2	262	28.4	295	75.6
Total Cars Loaded	**401,751**	**13.3**	**391,275**	**8.4**	**392,633**	**13.3**	**399,246**	**13.3**

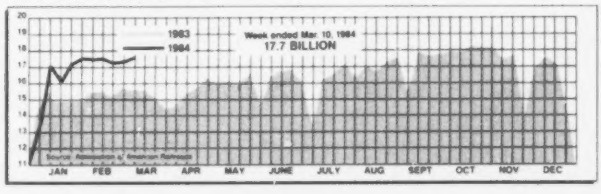
Estimated revenue ton-miles (billions)	1984	1983	% change from 1983
10 weeks	169.2	151.4	11.7

Piggyback loadings

Week ended	Cars loaded 1984	% increase from 1983	Trailers containers 1984	% increase from 1983
February 11	49,881	3.2	87,759	5.3
February 18	49,533	12.8	87,162	14.6
February 25	48,234	13.7	83,310	22.8
March 3	52,235	20.9	92,115	23.4
Cumulative total, 9 weeks	433,023	15.7	758,907	19.2

Rail freight traffic trends

Billion ton miles (Estimated)



REVENUES AND EXPENSES OF RAILWAYS

Fourth quarter figures of calendar year 1983

(Dollar figures are stated in thousands, i.e., with last three digits omitted)

		Operating revenues				Operating expenses								Operating ratio		Income after fixed charges		1983 Net Ry. operating income	Net income	
						Way & structures			Equipment											
		Freight	Other	Total 1983	Total 1982	Total 1983	Total 1982	1983 Deprec.	Total 1983	Total 1982	1983 Deprec.	Total 1983	Total 1982	1983	1982	1983	1982		1983	1982
Amtrak	3 mos.	—	175,955	175,955	131,925	95,391	30,069	61,910	85,303	80,715	20,010	398,228	307,815	226.32	233.32	(217,299)	(192,338)	(222,273)	(217,299)	(192,338)
	12 mos.	—	685,304	685,304	537,282	208,731	119,492	79,792	349,504	308,411	80,951	1,429,523	1,215,710	208.59	226.27	(797,142)	(762,935)	(744,219)	(797,142)	(762,935)
Atchison Topeka & Santa Fe	3 mos.	533,401	11,364	544,765	488,302	88,026	94,643	3,712	124,075	118,420	23,619	509,665	504,577	93.55	103.33	37,356	(11,384)	20,566	22,579	(977)
	12 mos.	2,050,595	40,548	2,091,143	2,077,660	333,861	319,647	15,311	487,236	483,938	94,578	1,961,849	1,996,322	93.81	96.08	120,019	63,499	92,721	82,521	56,207
Baltimore & Ohio	3 mos.	247,974	9,485	257,459	189,813	52,572	36,233	1,247	59,179	47,869	7,292	246,751	212,375	95.84	111.88	15,451	(17,323)	13,264	12,726	(555)
	12 mos.	884,787	32,804	918,591	899,937	217,631	205,779	8,165	218,661	207,803	28,800	935,865	929,071	101.88	103.23	(3,597)	(28,304)	1,226	180	2,475
Bessemer & Lake Erie	3 mos.	11,188	4,517	15,705	17,579	3,006	4,663	987	1,044	2,909	1,128	12,996	17,288	82.75	98.34	2,522	1,366	2,053	1,862	(486)
	12 mos.	49,849	14,318	64,167	82,059	12,727	15,565	3,953	7,186	12,576	4,592	58,007	80,769	90.40	98.42	6,631	5,075	3,813	4,278	3,543
Boston & Maine	3 mos.	30,113	1,460	31,573	28,647	5,477	6,616	365	7,723	9,228	356	29,266	32,847	92.69	114.66	2,855	(3,573)	2,382	2,855	(3,183)
	12 mos.	113,093	5,180	118,273	120,053	22,579	25,274	1,455	33,841	34,729	1,439	120,503	126,482	101.88	105.35	(713)	(1,925)	(1,931)	(1,090)	(2,114)
Burlington Northern	3 mos.	1,017,796	23,257	1,041,053	975,472	171,428	189,641	6,571	193,738	182,809	17,753	882,033	854,396	84.72	87.60	164,986	100,536	111,777	117,733	71,694
	12 mos.	3,931,248	87,802	4,019,050	3,767,163	787,153	794,365	24,286	724,916	769,923	70,272	3,479,711	3,526,207	86.58	93.60	520,150	235,288	343,769	324,540	174,331
Chesapeake & Ohio	3 mos.	232,887	10,420	243,307	241,379	42,195	41,621	1,967	53,842	49,739	3,126	222,520	220,450	91.45	91.32	34,196	35,456	15,660	29,042	32,065
	12 mos.	911,767	37,470	949,237	1,041,113	192,645	207,586	7,861	209,088	216,512	13,668	876,912	940,018	92.38	90.28	71,823	156,290	49,493	46,926	116,335
Chicago & North Western	3 mos.	193,374	27,808	221,182	197,542	49,327	37,578	1,901	51,442	45,638	2,537	220,743	196,364	99.80	99.40	(1,212)	(4,404)	563	(1,212)	(4,457)
	12 mos.	756,234	105,341	861,575	807,860	170,888	170,075	6,677	203,178	199,451	16,107	832,757	830,219	96.65	102.76	9,491	(27,335)	30,675	9,491	27,406
Chicago, Milwaukee, St. Paul & Pac	3 mos.	89,440	3,027	92,467	79,592	14,426	18,931	707	29,882	23,286	3,344	93,347	87,112	100.95	109.44	1,623	(3,228)	(876)	2,791	(11,429)
	12 mos.	346,013	16,920	362,933	363,549	67,178	86,428	2,697	105,557	105,754	13,389	368,563	402,489	101.55	110.71	(20,555)	(436)	(5,704)	5,273	(21,595)
Conrail	3 mos.	764,996	28,714	793,710	808,988	154,790	181,187	7,115	207,840	216,548	50,863	746,015	844,782	93.99	104.42	56,611	(40,474)	43,540	67,314	22,969
	12 mos.	2,916,294	109,016	3,025,310	3,440,472	602,894	760,523	28,141	756,541	898,606	159,986	2,894,316	3,565,286	95.67	103.62	130,072	(133,144)	127,681	157,606	2,428
Delaware & Hudson	3 mos.	26,837	491	27,328	25,422	4,938	7,013	157	8,714	8,092	860	29,440	30,364	107.72	119.43	(4,406)	(7,291)	(2,083)	(4,406)	(7,291)
	12 mos.	105,427	2,927	108,354	110,573	19,974	26,304	635	32,337	30,557	3,480	114,295	121,936	105.48	110.27	(16,317)	(20,231)	(5,814)	(16,317)	(20,231)
D / & Rio Grande Western	3 mos.	79,066	1,247	80,313	67,028	16,665	10,682	764	15,378	12,821	3,038	77,912	60,793	97.01	90.69	1,334	5,660	1,796	764	4,316
	12 mos.	300,701	5,700	306,401	292,463	53,087	48,989	2,899	63,185	54,421	12,347	291,740	266,206	95.21	91.02	12,206	24,544	12,355	17,648	17,570
Detroit, Toledo & Ironton	3 mos.	20,431	722	21,153	16,017	3,708	2,780	1,660	6,830	6,226	781	21,958	20,191	103.80	126.05	(1,305)	(4,951)	(801)	(1,305)	(4,951)
	12 mos.	66,406	2,548	68,954	68,272	10,206	14,007	2,024	21,763	24,881	3,438	74,073	82,827	107.42	121.31	(8,492)	(16,459)	(5,104)	(8,492)	(16,459)
Duluth, Missabe & Iron Range	3 mos.	21,554	319	21,873	9,029	7,976	5,636	1,158	2,358	1,978	716	19,244	15,736	87.98	174.28	5,300	(6,138)	(79)	3,162	(3,409)
	12 mos.	76,052	2,088	78,140	54,320	25,229	23,049	4,090	8,867	9,483	2,855	66,501	67,160	85.10	123.63	15,678	(9,060)	2,774	9,047	(4,595)
Elgin, Joliet & Eastern	3 mos.	14,961	8,101	23,062	19,933	3,039	2,617	198	2,761	2,743	1,8[illegible]	19,102	18,195	82.82	91.28	4,435	2,483	3,362	3,837	2,021
	12 mos.	58,137	32,708	90,845	89,180	12,784	13,600	789	11,268	9,312	7,507	81,424	79,562	89.62	89.21	12,218	13,729	6,115	8,121	8,046
Florida East Coast	3 mos.	29,369	393	29,762	25,162	6,190	5,017	331	4,953	4,078	1,099	23,031	20,772	77.38	82.55	16,913	6,726	(2,578)	7,604	3,575
	12 mos.	103,451	1,325	104,776	91,785	21,859	21,684	1,314	16,907	13,862	4,389	84,075	79,428	80.24	86.53	67,835	20,079	(7,560)	39,574	12,599
Grand Trunk Western	3 mos.	59,330	2,265	61,595	49,564	9,013	7,670	4,077	15,328	15,857	1,230	65,841	61,328	106.89	123.73	(5,936)	(13,203)	(3,837)	(5,530)	(12,514)
	12 mos.	215,440	11,828	227,268	235,753	31,564	34,451	5,567	52,559	56,236	4,897	238,612	245,841	104.99	104.27	(16,068)	(13,586)	(8,791)	(13,528)	(11,425)
Illinois Central Gulf	3 mos.	199,397	18,116	217,513	212,416	22,893	39,701	1,992	69,039	56,605	10,988	212,809	220,836	97.83	103.96	3,084	(11,434)	13,110	11,006	41,784
	12 mos.	799,635	74,532	874,167	895,862	112,045	193,893	7,889	273,334	269,861	37,858	865,768	984,104	99.03	109.84	(14,264)	(82,326)	17,209	(7,376)	(24,859)

Kansas City Southern	**3 mos.**	**70,758**	**3,187**	**73,945**	**70,569**	**10,588**	**15,430**	**744**	**20,230**	**16,445**	**7,353**	**65,666**	**66,365**	**88.80**	**94.04**	**3,955**	**253**	**5,727**	**1,400**	**527**
	12 mos.	**293,125**	**12,915**	**306,040**	**307,569**	**51,954**	**63,061**	**3,094**	**75,019**	**66,666**	**22,973**	**271,443**	**274,761**	**88.69**	**89.33**	**25,834**	**20,729**	**24,557**	**19,099**	**16,026**
Missouri-Kansas-Texas	3 mos.	DATA NOT AVAILABLE AT PRESS TIME																				
	12 mos.																					
Missouri Pacific	**3 mos.**	**403,864**	**10,882**	**414,746**	**378,157**	**74,519**	**62,109**	**3,005**	**98,106**	**89,022**	**17,642**	**383,060**	**359,030**	**92.36**	**94.64**	**23,752**	**10,191**	**27,046**	**16,704**	**13,291**
	12 mos.	**1,611,212**	**40,324**	**1,652,036**	**1,678,764**	**290,900**	**282,694**	**11,271**	**378,976**	**393,758**	**71,708**	**1,506,981**	**1,506,612**	**91.21**	**89.86**	**97,211**	**140,650**	**124,776**	**67,048**	**108,520**
Norfolk & Western	3 mos.	392,675	14,923	407,598	382,489	75,550	80,965	4,059	66,577	69,887	9,030	326,189	334,812	80.02	87.53	103,853	82,453	47,090	61,662	53,018
	12 mos.	1,468,915	57,794	1,526,709	1,737,286	330,286	349,168	15,785	273,553	299,906	51,751	1,326,314	1,420,624	86.87	81.77	292,503	443,225	124,070	185,719	273,497
Pittsburgh & Lake Erie	**3 mos.**	**12,775**	**404**	**13,179**	**9,728**	**1,475**	**1,814**	**831**	**4,902**	**2,380**	**360**	**14,401**	**12,802**	**109.27**	**131.50**	**(4,521)**	**(3,552)**	**(1,216)**	**(4,522)**	**(3,540)**
	12 mos.	**41,618**	**1,583**	**43,201**	**47,216**	**6,272**	**9,214**	**973**	**19,110**	**13,073**	**1,432**	**57,840**	**60,553**	**133.86**	**128.24**	**(25,070)**	**(18,291)**	**(12,598)**	**(23,066)**	**(16,690)**
St. Louis Southwestern	3 mos.	95,040	1,272	96,312	76,123	18,176	8,380	743	22,048	17,839	5,638	92,429	67,853	95.96	89.13	14,138	10,512	(5,137)	5,118	7,269
	12 mos.	362,271	5,490	367,761	340,973	57,172	47,910	2,812	89,706	76,432	22,917	343,681	299,874	93.45	87.94	39,215	47,152	7,036	22,171	33,864
Seaboard System	**3 mos.**	**639,401**	**13,392**	**652,793**	**569,363**	**113,681**	**103,793**	**5,137**	**161,691**	**150,437**	**19,984**	**600,191**	**561,314**	**91.94**	**98.58**	**52,941**	**144,208**	**33,449**	**30,786**	**158,270**
	12 mos.	**2,419,558**	**52,357**	**2,471,915**	**2,395,845**	**427,148**	**437,024**	**20,391**	**631,729**	**609,167**	**78,825**	**2,322,441**	**2,324,383**	**93.95**	**97.01**	**124,978**	**202,012**	**133,669**	**98,071**	**226,634**
Soo Line	3 mos.	75,731	2,634	78,365	67,679	13,605	12,150	497	18,017	15,755	2,033	69,684	63,314	88.92	93.55	9,511	4,537	5,256	5,875	2,412
	12 mos.	285,757	7,473	293,230	284,193	60,496	58,774	1,940	66,438	62,260	8,119	274,054	263,501	93.46	92.71	20,672	24,441	12,264	12,931	15,293
Southern	**3 mos.**	**393,745**	**9,460**	**403,205**	**384,029**	**53,992**	**61,156**	**6,127**	**83,787**	**75,270**	**14,178**	**332,880**	**334,610**	**82.50**	**87.13**	**69,707**	**49,313**	**41,742**	**39,456**	**30,493**
	12 mos.	**1,567,502**	**35,293**	**1,602,795**	**1,603,597**	**249,887**	**250,881**	**21,951**	**325,620**	**322,942**	**73,645**	**1,358,293**	**1,381,955**	**84.74**	**86.17**	**230,118**	**223,724**	**158,005**	**138,228**	**143,590**
Southern Pacific	3 mos.	485,219	16,338	501,557	444,978	117,448	66,111	4,807	141,925	130,307	21,303	568,674	482,567	113.38	108.44	(63,140)	11,868	(29,371)	(25,394)	7,631
	12 mos.	1,906,853	56,936	1,963,789	1,996,063	386,456	313,820	19,449	553,703	579,905	85,364	2,125,347	2,089,490	108.22	104.68	(138,672)	387	(66,302)	(43,416)	8,149
Union Pacific	**3 mos.**	**473,164**	**5,592**	**478,756**	**412,334**	**82,462**	**60,199**	**3,485**	**96,932**	**95,086**	**23,671**	**411,927**	**386,015**	**86.04**	**93.61**	**61,553**	**21,613**	**40,843**	**35,547**	**26,100**
	12 mos.	**1,784,483**	**24,828**	**1,809,311**	**1,773,337**	**284,822**	**286,668**	**13,889**	**370,928**	**377,413**	**95,453**	**1,602,010**	**1,604,369**	**88.54**	**90.47**	**194,283**	**146,602**	**131,956**	**118,760**	**105,028**
Western Pacific	3 mos.	31,516	593	32,109	37,652	8,861	7,333	182	9,964	9,648	1,712	43,474	43,993	135.39	116.84	(11,731)	(4,906)	(3,881)	(4,241)	(3,456)
	12 mos.	145,475	1,867	147,362	171,797	27,424	29,100	627	40,727	40,585	7,012	175,915	183,117	119.37	106.58	(26,559)	(7,105)	(12,217)	(10,306)	(4,050)

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